



ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

MEETING NOTICE

Tuesday, January 3, 2006 1:30 p.m.
CMA Offices – Board Room
1333 Broadway, Suite 220
Oakland, CA 94612
(See map on reverse side)

Chairperson: Dennis R. Fay
Staff Liaison: Frank R. Furger
Secretary: Claudia Magadan

AGENDA

Copies of individual Agenda Items are available on the CMA's Website

1.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

2.0 CONSENT CALENDAR (+) Acceptance

1:30 p.m.

2.1 Minutes of December 6, 2005* (page 1)

Action

2.2 Deputy Directors' Report* (page 5)

Information

3.0 ACTION ITEMS

3.1 TFCA Program: Quarterly at Risk Report* (page 13)

Discussion/Action

ACTAC is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the TFCA Program.

3.2 Federal STP/CMAQ Program:

Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR) Program* (page 19) Discussion/Action

The ACTAC is requested to review and approve the draft program of projects for the Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR) program projects.

3.3 Transportation for Livable Communities (TLC)* (page 29)

Discussion/Action

ACTAC is requested to recommend that the Plans and Programs Committee approve the final Transportation for Livable Community (TLC) program of projects for five Transit Oriented Development (TOD) projects: MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, and Union City. The total project budget is \$7.032 million from Transportation Enhancement (TE) funds. Since the program's Transportation Enhancement (TE) funds will be programmed into the 2006 STIP, the recommended projects will be submitted to MTC in January for inclusion into the 2006 STIP.

3.4 Lifeline Transportation Program (LTP)* (page 35)

Information/Action

It is requested that ACTAC: 1) approve Alameda County's Lifeline criteria, 2) approve recommendation of weighting of Lifeline criteria, and 3) approve minimum and maximum grant amounts. The three-year, over \$3.1 million program budget includes approximately \$1.1 million in Congestion Mitigation Air Quality Improvement (CMAQ) funds and \$2 in State Transit Assistance (STA) funds, and a yet to be determined amount of Job Access and Reverse Commute (JARC) funds. The purpose of the Lifeline Transportation Program (LTP) is to fund projects that result in improved mobility for low-income residents.

4.0 NON-ACTION ITEMS

4.1 State Transportation Improvement Program (STIP) Program: Timely Use of Funds Report* (page 37)

Information/Discussion

Attached is a listing of the locally sponsored STIP projects segregated by sponsor. ACTAC is requested to review and confirm the project specific information included in the report. Updates to the project information should be faxed to the ACCMA to the attention of the project monitoring team. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report by January 13, 2006. This information will be the basis of the At Risk Report brought to the committees and the Board in February, 2006.

4.2 Federal STP/CMAQ Program: Timely Use of Funds Report* (page 39)

Information/Discussion

Attached is a listing of the locally sponsored STP/CMAQ projects segregated by sponsor. ACTAC is requested to review and confirm the project specific information included in the report. Updates to the project information should be faxed to the ACCMA to the attention of the project monitoring team. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report by January 13, 2006. This information will be the basis of the At Risk Report brought to the committees and the Board in February, 2006.

4.3 2006 State Transportation Improvement Program (STIP): 2006 Program of Projects

Information/Discussion

The CMA Board approved the 2006 STIP at their November meeting. ACTAC is requested to discuss any follow-up actions that may be required.

5.0 LEGISLATION ITEMS

6.0 OTHER BUSINESS/ADJOURNMENT

NEXT MEETING: February 7, 2005 CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

- (#) All items on the agenda are subject to action and/or change by ACTAC.
- (+) At the meeting CMA staff will not review the contents of written communications included in the Consent Calendar. Acceptance of the Consent Calendar implies understanding of its contents and approval of items, as appropriate. You are encouraged to read the materials in advance of the meeting.
- * Attachments enclosed.
- ** Materials will be available at the meeting.
- ✓ Materials are enclosed as a separate attachment to the agenda.

PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND.

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF DECEMBER 6, 2005
OAKLAND, CA

1.0 PUBLIC COMMENT

There was no public comment.

2.0 CONSENT CALENDAR

2.1 Minutes of November 1, 2005

2.2 Deputy Directors' Report

A motion was made by Carmichael-Hart to approve the consent calendar; O'Hare made a second. The motion passed unanimously.

3.0 FUNDING PROGRAM AND PROJECT DELIVERY CMP/CWTP/RTP ACTION ITEMS

**3.1 State Transportation Improvement Program (STIP) Allocation Deadline Extension Request
Union City Intermodal Station**

Todd requested ACTAC to approve the City of Union City request for an extension to the allocation deadline related to STIP funds programmed for construction costs on the Union City Intermodal Station. The City of Union City is requesting a six (6) month extension. The ACTAC Committee discussed the project and proposed that up to a twelve (12) month extension would be appropriate. A motion was made by Parker to approve a (12) month extension; Carmichael-Hart made a second. The motion passed unanimously.

3.2 TFCA: Timely Use of Funds Report

Todd requested ACTAC to review and confirm the project specific information included in the report. This item was for request of comments due by December 16. No action requested.

3.3 Transportation for Livable Communities (TLC)

Stark requested ACTAC to recommend that the Board authorize the Plans and Programs Committee to approve the final Transportation for Livable Community (TLC) program of projects on January 9, 2006. The preliminary list of seven projects requesting a total of \$16.3 million out of a \$7.3 million TLC budget will be presented to the Board on December 22, 2005. The final program recommended by the Plans and Programs Committee on January 9th will be submitted to MTC. Stark suggested that a committee be formed to review the applications. Parker, Odumade and Spencer volunteered to be the members of the committee to review these applications. A motion was made by O'Hare to recommend that the Board authorize the Plans and Programs Committee to approve the final TLC program; Carmichael-Hart made a second. The motion passed unanimously.

4.0 NON-ACTION ITEMS

4.1 Federal STP/CMAQ Program:

Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR)

Todd informed the ACTAC Committee that the call for projects for the SAFETEA Cycle 3 LSR Program was approved by the CMA Board at the October 27th meeting. Todd stated that a draft program is scheduled to be reviewed at the January meeting and a final in February 2006, and requested the committee review the summary of project submittals distributed as a handout. Todd informed the committee that the resolutions are due March 17, 2006. This item was for information only.

**4.2 2006 State Transportation Improvement Program (STIP):
2006 Program of Projects**

Todd informed ACTAC that the CMA Board approved the 2006 STIP at their November meeting. This item was for information only.

**4.3 Federal STP/CMAQ Program:
Inactive Projects with Federal funding**

Todd informed ACTAC that MTC has requested status reports on the inactive federally funded projects. Caltrans released the list of projects, with the intention of deobligating funds from projects that are not active. Todd stated that many of the projects need to be invoiced against (and here after a minimum of every six months), or submit a final report, or an explanation of why neither of these can be completed. Todd stated that the CMA Staff will report on the status of the collection of information for these projects at the meeting. Todd informed the Committee that FHWA is coming to Caltrans District 4 and the Alameda projects day is scheduled for Thursday December 8, 2005. This item was for information only.

4.4 Goods Movement Corridor Concept:

Fay informed the ACTAC Committee about the Goods movement getting increasing attention lately. Fay stated that MTC has completed a study that identifies the I-80 and I-580 corridors as critical regional goods movement routes. Senator Perata has introduced a bill for a \$10 billion bond for infrastructure improvements in California. \$2 billion is set-aside in this bond for goods movement improvements. Congress has also become increasingly interested in the matter. Fay informed ACTAC that the CMA will be considering a strategy for federal earmarks at its retreat in February 2006 and that the goods movement matter may become part of the earmark strategy. Fay requested ACTAC to provide input on projects and the idea of focusing on the I-880/I-238/I-580 corridor that would facilitate goods movement for federal earmarks and for the bond measure. Fay encouraged ACTAC to provide him with suggestions by e-mailing them to him directly. This item was for information only.

5.0 LEGISLATION ITEMS

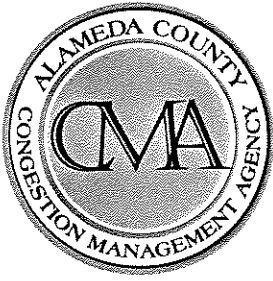
Fay advised the Committee that a draft legislative program will be presented to the Administration and Legislation Committee in January. He then reported that Director Kempton suggested that the ACCMA resubmit the bill for Vehicle Registration fee. Fay also asked ACTAC Committee members to let an ACCMA staff member know if they were interested in attending the annual Board Retreat on Friday, February 10, 2006. This item was for information only.

5.0 OTHER BUSINESS/ADJOURNMENT

NEXT MEETING: - January 3, 2006, CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

Attest By:


Claudia Magadan, Secretary



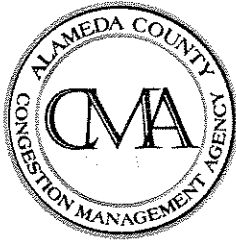
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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
DECEMBER 6, 2005
ROSTER OF MEETING ATTENDANCE
CMA OFFICES, OAKLAND, CALIFORNIA

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
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8. Diane Stark	" staff "	"	"
9. Hugh Hart	"	"	"
10. Jennie Fay	"	"	"
11. Frank Fay	"	"	"
12. Matt Todd	"	"	"
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22. Stefan Garcia	CMA Staff	510 836 2560	"
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January 3, 2006
Agenda Item 2.2

Memorandum

Date: December 22, 2005

To: ACTAC

From: Jean Hart, Deputy Director
Frank Furger, Deputy Director

Subject: Deputy Director's Report

Countywide Bicycle Plan Update – The draft 2005 Alameda Countywide Bicycle Network is posted on the CMA's website for review. The consultant is working to incorporate requested modifications to the proposed network. The next Bicycle Plan Update Workshop will be held January 3rd at 11:30 a.m. before the ACTAC meeting. At this meeting, the group will discuss bicycle access to transit hubs, the prioritization process, and revenue estimates. The ACTAC Bicycle Committee is meeting before ACTAC on Jan. 3.

MTC's Lifeline Transportation Program – CMA staff is working with ACTIA to develop a program to jointly administer the Lifeline Transportation Program. The Call for Projects date will be in March 2006. The Call for Projects and Application process is included on ACTAC's agenda.

I-880 Corridor System Management Study – Caltrans' consultants presented the preliminary findings of the study to the I-880 Policy Advisory Committee in November. The study identified congested bottlenecks and potential causes of congestion. The next steps are to identify corridor improvements, priorities and a sequencing plan.

North I-880 Operations and Safety Project – The expenditure plan for Regional Measure 2 included funding for projects identified in the North I-880 Study. RM2 Initial Project Reports and allocation was approved by MTC. An RFP for project development work for the project was released in January 2005 and nine proposals were received. The Korve /RBF Team was selected to perform the project development work for the project.

A notice to proceed with the work was issued early May and work on the project is underway. Meetings with public stakeholders are anticipated to occur in January.

San Pablo Rapid Bus Stop Improvements - On behalf of AC Transit and local agencies along San Pablo Corridor in Alameda County, the CMA has started design of improvements for the San Pablo Rapid Bus Stops. The majority of funds for this project are provided by ACTIA. It is expected that this project will be completed within the next twelve months.

SMART Corridors Program - The CMA Board and West Contra Costa County Transportation Advisory Committee (WCCTAC) as well as the participating agencies have adopted the plan for the Operations and Management of the current system. AC Transit, Planning areas 1, 2, and 3 are providing their share of the funding plan for the Operations, Maintenance, and Management (O&M) of the system. Discussions continue with other partners on their contributions. A possible long term funding solution was lost with the Governor's veto of AB 1623 (Klehs). Staff will present a recommendation next month to preserve the investments previously made, being deployed, and proposed. As a temporary measure a minor contract was issued to the construction contractor to act as interim maintenance contractor to allow CMA to issue a request for bids and secure a permanent maintenance contractor to assist the project stakeholders in maintaining field equipment. There are 135 Closed Circuit TV (CCTV) cameras which are streaming video images, 49 vehicle detector stations are reporting the speed and volume of traffic along the arterials on continuous basis. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. Emitters have been supplied to the first responders for safe and fast deployment to incidents on freeways and surface streets. Additionally, on-board data terminals have been provided to the fire departments for real-time viewing of traffic congestion, video and incidents prior and as dispatched to incidents. CMA is working with emergency service providers on new incident management projects that have been funded with new grants and federal earmarks. The East Bay SMART Corridors has a booth at the Intelligent Transportation Systems (ITS) World Congress from November 6-10th at the San Francisco Moscone Center. This is an international event that would be of interest to elected officials, transportation managers and public.

Rapid Bus Corridor on International/Broadway/Telegraph - CMA staff is coordinating with AC Transit, the cities of Berkeley, Oakland, San Leandro, and Caltrans on the implementation of this new Rapid Bus Corridor. This Corridor starts at the Bay Fair BART station, in the City of San Leandro and includes portions of E. 14th/International Boulevard, Broadway, Telegraph in the Cities of Oakland, and Berkeley. The length of this corridor is about 18 miles and is heavily used by transit riders. CMA staff has secured three separate TFCA grants totaling \$1.4 million to supplement Measure B funds provided to AC Transit by ACTIA as well as RM2 funds from MTC. This project has a very aggressive schedule and is being fast tracked to meet the June 26, 2006 deadline for the start of service by AC Transit. CMA is administering multiple procurement and construction contracts that are running concurrently to meet the

aggressive schedule. Construction on Broadway is 50% complete. Construction for Telegraph Avenue segment is about 15% complete. A Notice to Proceed has been issued to the contractor for the E 14th/International segment. All contracts for the agency-furnished equipment have been executed and equipment is being delivered to the contractors. The construction contract on the 34th Avenue has been completed as it was needed by AC Transit for the preliminary start of service prior to July 2005. Additionally, AC Transit has requested assistance from CMA on construction of 20th Street/Uptown transit improvements as well as for the design and installation of additional Closed Circuit TV (CCTV) cameras at the end of all Rapid Bus lines as supplemental work. These elements are also needed by June 2006. Staff is working with AC Transit staff to identify and implement the best method to deliver these projects by the desired deadline.

Grand/MacArthur Corridor Transit Enhancements: CMA and AC Transit are the joint sponsors of the Regional Express Bus Program that is funded by Regional Measure 2. The work is being coordinated with the City of Oakland and Caltrans. A component of this project is the transit enhancements along Grand MacArthur Corridor starting at 106th Avenue and ending at Maritime for the Bay Bridge access. This project includes a Transit Operations Analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM2 funds, the Air District recently approved a TFCA grant application that was jointly submitted by CMA and AC Transit that includes \$205,000 for the installation of Transit Signal Priority components in the Corridor. DKS Associates, the consultant for this project is conducting traffic engineering, transit, and system engineering analysis for this corridors as well as design and construction support for the proposed improvements. CMA has started a community outreach effort to take input from the City Council districts, community groups, and property owners that may benefit from or be impacted by the proposed improvements. The construction is expected to start in mid 2006.

Route 84 HOV – Dumbarton Corridor – In October 2004, MTC allocated \$2 million in RM2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. The CMA is coordinating development of this project with Caltrans.

I-680 Southbound HOV Lane Project – The CMA is partnering with Caltrans in the design of this project with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the SMART Lane components. Construction is scheduled to begin in 2006 subject to the availability of funds in the STIP.

I-680 HOV Lane Project – Soundwall Construction – The contract is at about 130% of the allotted time and the project is approximately 99% complete. The project completion has been delayed to December 2005. The contract is now into liquidated damages. The project is one of the components of the overall I-680 corridor improvements. Work along the overall corridor included excavation, grading, constructing shoring walls, constructing pile cap, constructing retaining walls and installing masonry block. A

detailed project status by wall group, as well as jobsite photos, is available on the ACCMA web page.

I-680 SMART Carpool Lane project – The results of the public outreach effort was submitted formally to Caltrans. The Categorical Exemption was signed by Caltrans and forwarded to FHWA for approval of the federal Categorical Exemption. The Joint Powers Agreement is scheduled for the December CMA meeting and VTA in January. Caltrans submitted comments on the draft PSR and operations analysis. The Project Fact Sheet identifying design exceptions was submitted for approval to Caltrans. The project costs have been updated. The PAC is scheduled to meet on January 9th.

Dumbarton Corridor – The consultants completed Phase 1 of the EIR/EIS process, focusing on alternatives analysis. Phase 2, which will analyze a limited number of rail alternative and bus alternatives, will be complete June 2006. The Dumbarton Transit-Oriented Development Corridor Working Group will meet on December 14th to compare development plans at existing and future station sites along the corridor. The working group discussion will help determine remaining development in the corridor that is needed to comply with Resolution 3434

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor – SVRTC) – The Final EIR was complete in 2002. The EIS and Supplemental EIR, which includes modifications to the original project such as structural engineering options that provide cost saving options along the alignment, will began this past summer. The EIS and Supplemental EIR are expected to be complete in 2006.

I-580 HOV Lane Project – Phase 1 of the project will provide an interim eastbound HOV lane to commuters on I-580 between Hacienda Drive in Pleasanton and Greenville Road in Livermore. Comments on the administrative draft environmental document have been received from Caltrans; however, additional comments are anticipated. The consultants will respond to the comments and make changes to the draft document as appropriate. Preliminary engineering and at-risk design are progressing concurrently. The 35% PS&E submittal has been completed; a 65% submittal is anticipated in January, with completion of the preliminary design scheduled in spring 2006. Upon approval of the eastbound-only environmental document, the CMA's design consultant will proceed with final design of the Phase 1 project. As a part of this project, the CMA is also preparing a Traffic Management Plan (TMP), including Traffic Operations Systems (TOS) and Intelligent Transportation Systems (ITS) elements, for implementation in the Tri-Valley area. This TMP work will assist with traffic management during construction of the I-580 improvements and provides a foundation for bringing the Tri-Valley jurisdictions into the CMA's SMART Corridor Program.

I-580/I-680 Interchange Modifications – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange

Modification Project. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant support services team as necessary to maintain an expedited delivery schedule. A contract is anticipated to be negotiated in December to provide supplemental staff support to Caltrans. The PSR will evaluate options to address key commute movements currently experiencing significant congestion and will identify alternatives for further evaluation, including feasible options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will also be used in evaluating the ultimate improvements required for the I-580 corridor. The PSR is anticipated to be completed in late 2006. This project is being developed as an element of the RM2 I-580 Corridor Project.

Ardenwood Park & Ride Lot Project – This project will acquire a site near the Route 84/ Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. The expansion is expected to provide over 100 new parking stalls for commuters. The project is funded solely by Regional Measure 2 (RM2). An Initial Project Report and allocation was approved by MTC in late 2004. The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. In August, a Categorical Exemption was approved for this project. The request to MTC for a funding allocation for the design and right of way acquisition phases was approved in October. Right of way acquisition and final design activities will proceed in early 2006. An RFP for design services is anticipated to be released in late 2005.

Tri-Valley Triangle Analysis – The TAC met on December 14th to review the results of several project alternatives and accepted revisions to the travel demand model.

Berkeley/Oakland/San Leandro BRT – The Draft EIS/EIR is expected to be complete early 2007.

Transportation and Land Use Program – The CMA Board approved a scope and budget for establishing a Transit Oriented Development (TOD) technical consultant pool and a TOD project fund monitoring program. Both programs will be initiated winter 2005-2006. Seven applications were received and are being screened and evaluated for the local Transportation for Livable Communities (TLC) funds. A recommended list of projects and budgets will be sent to MTC in January 2006 for inclusion in the 2006 STIP.

Community Based Transportation Plan: West Oakland – The consultant prepared three draft deliverables: community outreach plan, planning process and existing transportation conditions, and has met with the West Oakland PAC and their Transportation and Trees and Outreach Committee. Six W. Oakland high school interns were hired to help with community outreach.

Guaranteed Ride Home Program – The program was initiated in April 1998. One hundred and thirty four employers and 3,675 employees are registered in the program, and 993 rides have been taken, including 42 rental car rides in the countywide rental car program. The average cost per taxi trip is now \$81.27. The average trip length is 39.24 miles. The average trip distance for a rental car ride is 83 miles and the cost per rental car used is \$55. Using the rental car saves \$77 for each average 65-mile trip.

Dynamic Ridesharing – The RideNow pilot project was launched on November 15th, 2005. Orientations were held on November 15th, November 16th and December 8th. About 35 participants are currently registered in the program. Since December 12th, there have been 65 ride-match requests and four ride-matches. The focus of the project now will be on building volume and registering as many people as possible. Additional marketing efforts are planned, including contacting the media, placing banners and variable messages in the BART stations, and targeting areas where current registrants live.

Transportation Fund for Clean Air – Vehicle Incentive Program – The Vehicle incentive program (VIP) is a grant that helps projects sponsors acquire low emissions, light-duty alternative fuel vehicles. Generally, public agencies located within the Bay Area Air Quality Management Air District, (Air District) jurisdiction can apply for VIP funds. Eligible vehicles include new vehicles that the following eligibility criteria:

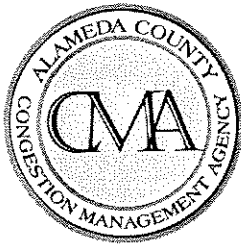
- The vehicle must have a gross vehicle weight of 10,000 pounds or less.
- The vehicle must be powered by natural gas, propane, hydrogen, electricity, or hybrid electric motors or engines (Except for hybrid electrics, vehicles with the ability to run on gasoline or diesel fuel are not eligible.)
- The vehicle must be certified to the SULEV, PZEV, or ZEV emission standard by the California Air Resource Board.

Applications will be accepted beginning September 19, 2005. Incentives will be awarded on a first-come, first-served basis. Additional information on this grant is available at www.baaqmd.gov.

Countywide Travel Demand Model Update – For the Countywide Travel Demand Model Update, the existing and future networks have been finalized and will be presented at the January meeting. The 2000, 2005, 2015, and 2030 reallocated land uses were sent to the jurisdictions on December 22, 2005. The land uses are reallocated to the updated transportation analysis zones and are based on Projections 2005. Comments are due by March 3, 2006. The consultant continues to work on the travel demand model processes for application to Cube/Voyager software and for refinement of the regional models to provide more detail in Alameda County. Work also continues on the validation of the model by compiling survey data and creating calibration targets. The next meeting will be held on January 4, 2006 at 9:00 a.m.

Pedestrian and Bicycle Facilities Technical Reference Guide for Planners and Engineers - Caltans has made available a July 2005 update of the Pedestrian and Bicycle Facilities Technical Reference Guide for Planners and Engineers online at the following address: www.dot.ca.gov/hq/traffops/survey/pedestrian/pedbike.htm . The report includes standards and innovative practices for the development of bike & pedestrian facilities.

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Memorandum

*January 3, 2006
Agenda Item 3.1*

DATE: December 22, 2005

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Senior Transportation Engineer

RE: Transportation Fund for Clean Air (TFCA):
At Risk Report- Timely Use of Funds

Action Requested

The ACTAC is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the Transportation Fund for Clean Air Program.

Next Steps

This item is scheduled to be presented to PPC and the CMA Board at their January meetings.

Discussion

The enclosed Quarterly At Risk report dated January 2005 has been updated to reflect the material we have received through December 19, 2005. The report reflects (7) projects in the red zone with primarily final monitoring reports (FMR) and expenditure deadlines. The report reflects one project in the yellow zone, representing projects with tasks required in the next 6 months.

Attachments

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TFCA Program Manager Funds
At Risk Report-
January 2006

ACTAC Agenda Item 3.1
1/3/06

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
RED ZONE (Milestone within 3 months)							
94ALA16	City of Livermore	East Avenue signal interconnect	TFCA Award	Agree. Executed		3/17/97	FMR Due Mar. 05, FMR Received- Reviewing
			\$ 46,441.00	Proj. Start		Jan-97	
			TFCA Expended	Final Reim.		3/5/99	
			\$ 46,441.00	FMR	Mar-05		
				Exp Deadline Met	2/13/97	yes	
95ALA09	City of Livermore	Arterial Traffic Management- East Avenue	TFCA Award	Agree. Executed		3/19/1997	FMR Due Mar. 05, FMR Received- Reviewing
			\$ 48,884.55	Proj. Start		Jan-97	
			TFCA Expended	Final Reim.		3/5/99	
			\$ 48,884.55	FMR	Mar-05		
				Exp Deadline Met	4/22/98	yes	
03ALA08	City of Oakland	CNG Refueling Station-Oakland	TFCA Award	Agree. Executed			Expenditures not complete Received amendment 6/7/05, still need original agreement
			\$ 225,000.00	Proj. Start		Jul-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Aug-06		
				Exp Deadline Met	6/30/06		
03ALA12	ACCMA	Transit Bus Priority Systems, International Blvd.	TFCA Award	Agree. Executed		5/14/04	Expenditures not complete Expenditures Deadline Nov 05 FMR Due Aug 06
			\$ 500,000.00	Proj. Start		Feb-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 97,757.90	FMR	Aug-06		
				Exp Deadline Met	11/25/05		
03ALA04	City of Fremont	Class II Bicycle Lane- Fremont Blvd	TFCA Award	Agree. Executed		2/9/04	Expenditures not complete FMR Due Nov 05 Expenditures Deadline Nov 05
			\$ 100,250.00	Proj. Start		Feb-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 17,842.53	FMR	Nov-05		
				Exp Deadline Met	11/25/05		
00ALA12	BART	Fruitvale Attended bicycle Parking Facility	TFCA Award	Agree. Executed		10/3/02	Expenditures not complete FMR Due Mar 06 Expenditures Deadline Dec 05
			\$ 400,000.00	Proj. Start		Jul-00	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 345,143.00	FMR	Mar-06		
				Exp Deadline Met	12/31/05		
03ALA07	City of Fremont	CNG Refueling Station-Fremont	TFCA Award	Agree. Executed		2/9/04	Expenditures not complete FMR Due Mar 06 Expenditure deadline May 06.
			\$ 96,242.00	Proj. Start		Jul-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 28,176.66	FMR	Mar-06		
				Exp Deadline Met	5/25/06		

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Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occurred before deadline

Winter '06- Timely Use of Funds

TFCA Program Manager Funds
At Risk Report-
January 2006

ACTAC Agenda Item 3.1
1/3/06

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed/ Date</u>	<u>Notes</u>
YELLOW ZONE (Milestone within 4-6 Months)							
03ALA03	City of Emeryville	Class II Bicycle Lane- Doyle Street Greenway.	TFCA Award	Agree. Executed		7/9/04	Expenditures not complete FMR Due April 06 Expenditure Deadline Jul 06
			\$ 50,000.00	Proj. Start		Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Apr-06		
				Exp Deadline Met	7/25/06		

TFCA Program Manager Funds
At Risk Report-
January 2006

ACTAC Agenda Item 3.1
1/3/06

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
GREEN ZONE (Milestone beyond 6 months)							
01ALA10	City of San Leandro	Arterial Management: Advanced Signal System	TFCA Award	Agree. Executed		3/18/02	FMR Due Jul 06
			\$ 42,500.00	Proj. Start			
			TFCA Expended	Final Reim.	12/31/04	Aug-04	
			\$ 42,500.00	FMR	Jul-06		
				Exp Deadline Met	12/21/03	yes	
99ALA01	ACCMA	Arterial Management- I-880 Smart Corridor	TFCA Award	Agree. Executed		9/20/99	FMR Due July 06
			\$ 182,000.00	Proj. Start		Feb-00	
			TFCA Expended	Final Reim.		3/21/02	
			\$ 182,000.00	FMR	Jul-06		
				Exp Deadline Met	2/28/02	yes	
03ALA13	ACCMA	Guaranteed Ride Home Program	TFCA Award	Agree. Executed	8/14/04	5/14/04	Expenditures not complete FMR Due Sep 06
			\$ 231,200.00	Proj. Start	Sep-04	Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 112,603.31	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
03ALA14	City of Berkeley	City Carshare- Eastbay Expansion	TFCA Award	Agree. Executed	11/11/04	11/29/04	Expenditures not complete FMR Due Sep 06
			\$ 125,996.00	Proj. Start	Feb-05	12/1/04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 96,461.73	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
03ALA15	LAVTA	ACE Shuttle to the Dublin/ Pleasanton BART Station (From Pleasanton ACE Station) for FY 04/05 and FY 05/06 Operations	TFCA Award	Agree. Executed	11/11/04	10/14/04	Expenditures not complete FMR Due Sep 06
			\$ 83,934.00	Proj. Start	Jul-04	Jul-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 33,940.87	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
96ALA10	City of Oakland	Arterial Traffic Signal Management- Citywide	TFCA Award	Agree. Executed		7/24/96	FMR Due Oct. 06
			\$ 850,000.00	Proj. Start		Oct-98	
			TFCA Expended	Final Reim.		4/9/03	
			\$ 850,000.00	FMR	Oct-06		
				Exp Deadline Met	12/31/02	yes	
03ALA02	City of Berkeley	Berkeley BART: Attended Bikestation	TFCA Award	Agree. Executed		1/14/04	Expenditures not complete FMR Due Nov 06 Expenditure Deadline Jun 07.
			\$ 86,136.00	Proj. Start		Sep-04	
			TFCA Expended	Final Reim.	12/31/06		
			\$ -	FMR	Nov-06		
				Exp Deadline Met	06/30/07		
02ALA10	City of Oakland	Coliseum BART Bus Stop Relocation	\$ 192,000.00	Proj. Start		Jul-02	Expenditures not complete FMR Due Nov 06 Expenditures Deadline Sep 06
			TFCA Expended	Final Reim.	12/31/07		
			\$ 4,757.95	FMR	Nov-06		
				Exp Deadline Met	09/30/06		
04ALA01	City of Fremont	Signal Retiming: Auto Mall Pkwy., Paseo Padre Pkwy., Warm Springs Blvd., and Fremont Blvd.	TFCA Award	Agree. Executed	5/6/05	5/19/05	Expenditures not complete FMR Due Mar. 08
			\$ 123,000.00	Proj. Start	Jun-05	Jul-05	
			TFCA Expended	Final Reim.	12/31/07		
			\$ -	FMR	Mar-08		
				Exp Deadline Met	4/13/07		

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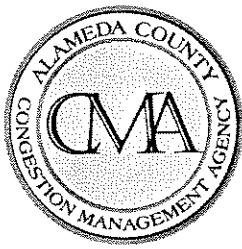
Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occurred before deadline

Winter '06- Timely Use of Funds

TFCA Program Manager Funds
At Risk Report-
January 2006

ACTAC Agenda Item 3.1
1/3/06

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
Projects Done/Completed and Will Be Removed from the Monitoring Program							
93ALA20	City of San Leandro	Local Arterial Management Program	TFCA Award	Agree. Executed		8/25/93	Expenditures Completed. FMR Received.
			\$ 44,044.00	Proj. Start		Jul-93	
			TFCA Expended	Final Reim.		95/96	
			\$ 44,044.00	FMR	Dec-05	12/1/05	
				Exp Deadline Met	3/29/96	yes	
94ALA20	City of San Leandro	Local Arterial Traffic Management	TFCA Award	Agree. Executed		2/22/94	Expenditures Completed. FMR Received.
			\$ 50,898.00	Proj. Start		Jul-94	
			TFCA Expended	Final Reim.		7/1/97	
			\$ 50,898.00	Final Mon.	Dec-05	12/1/05	
				Exp Deadline Met	2/13/97	yes	
95ALA13	City of San Leandro	Arterial Traffic Management-	TFCA Award	Agree. Executed		6/17/96	Expenditures Completed. FMR Received.
			\$ 62,657.00	Proj. Start		Jul-95	
			TFCA Expended	Final Reim.		9/15/99	
			\$ 62,657.00	FMR	Dec-05	12/1/05	
				Exp Deadline Met	4/22/98	yes	
96ALA11	City of San Leandro	Advanced Traffic Management System- Citywide	TFCA Award	Agree. Executed		5/17/99	Expenditures Completed. FMR Received.
			\$ 416,150.00	Proj. Start		Jul-96	
			TFCA Expended	Final Reim.		6/30/03	
			\$ 416,150.00	FMR	Dec-05	12/1/05	
				Exp Deadline Met	11/26/02	yes	
95ALA04	City of Dublin	Upgrade Traffic Signal Coordination	TFCA Award	Agree. Executed		9/16/97	Expenditures Completed. FMR Received.
			\$ 22,011.00	Proj. Start		Sep-96	
			TFCA Expended	Final Reim.		11/19/98	
			\$ 22,011.00	FMR	Dec-05	Oct-05	
				Exp Deadline Met	4/22/98	yes	
01ALA13	ACCMA	ACE Shuttle Service	TFCA Award	Agree. Executed		8/11/00	Expenditures Completed. FMR Received.
			\$ 740,000.00	Proj. Start		Oct-01	
			TFCA Expended	Final Reim.	12/31/04	Jan-02	
			\$ 740,000.00	FMR	Dec-05	12/19/05	
				Exp Deadline Met	12/21/03	yes	
02ALA06	City of Hayward	Soto Rd. Bicycle Gap Closure	TFCA Award	Agree. Executed		1/22/03	Expenditures Completed. FMR Received.
			\$ 183,500.00	Proj. Start		Sep-03	
			TFCA Expended	Final Reim.	12/31/06		
			\$ 183,500.00	FMR	Nov-05	12/15/05	
				Exp Deadline Met	12/31/05	yes	



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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Memorandum

*January 3, 2006
Agenda Item 3.2*

DATE: December 22, 2005

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Senior Transportation Engineer

RE: Federal STP/CMAQ Program
Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR) Program

Action Requested

The ACTAC is requested to review and approve the draft program of projects for the Cycle 3 Local Streets and Roads Shortfall (Cycle 3 LSR) program projects.

Next Steps

A final program of projects is scheduled to be available in February. Any required resolutions/counsel opinions will be due to the CMA by March 17, 2006.

Discussion

MTC has approved \$66 million in federal STP funds to be available for programming in the region for the Local Streets and Roads Rehabilitation Shortfall. Of these funds, \$9.09 million has been reserved for local streets and roads projects in Alameda County. At the October meeting, the CMA Board authorized staff to solicit projects for the local streets and roads funding. A call for projects was released and project applications were requested by November 30th.

The Third Cycle funds will be available to program in fiscal years 07/08 and 08/09. MTC has indicated that it will allow for the programming of "ready to go" LSR projects in fiscal year 06/07. Projects programmed in this year would need to request obligation by April 1, 2007.

The schedule to program the funds is detailed below.

October 28, 2005:	Release of call for projects;
November 30, 2005:	Applications due to CMA;
January, 2006:	Draft Program;
February, 2006:	Final Program;
March 17, 2006:	Resolutions/Opinions Due to CMA.

Eligible Project Types

The overall programming guidelines used in the last LSR programming cycle of federal funds are intended to be applied to this programming cycle. This includes the eligibility of all federally eligible street/road on the Federal Functional Classification System rather than the more restrictive MTS system requirement. The projects programmed with these funds will be required to follow the MTC Regional Project Delivery Policy detailed in MTC Resolution 3606 (Resolution 3606 is anticipated to be revised in the near future, which could include revisions to the MTC delivery policy guidelines and deadlines). MTC will require a resolution and opinion of legal council from sponsoring agencies, and projects receiving funds will be amended into the TIP. Other criteria that we anticipate will need to be met include:

- Projects must be based on the analysis from an established PMS for the jurisdiction.
- A local match of 11.47% is required for STP funds.
- All projects should consider bicyclists, pedestrians, and persons with disabilities.
- Project must extend the service life of a facility for a minimum of 5 years.
- Only projects that are fully funded usable segments will be considered.

As staff has done in the last two LSR cycles, we will continue to pursue exchange opportunities to assist local agencies in delivery of LSR projects. We anticipate having more information on an exchange proposal in early January. We also anticipate working with sponsors in January to confirm the project schedules for each project to ensure that the year the funds are programmed in can meet the required deadlines for the federal funds within the MTC Project Delivery policy. A final distribution of the projects by program year will be included in the final program proposed in February.

Resolution/Opinion of Counsel

A sample resolution and opinion of counsel are included in the attached materials.

Attachments

STP/CMAQ Programming:

STP Cycle 3 Local Streets and Roads

Draft Program

Index	Sponsor	Project Title	STP PA Target (\$ x 1,000)	Proposed Program			Project Elements	Bicycle and Pedestrian Elements
				STP Requested (\$ x 1,000)	Phase & F/Y Requested	Total Project Cost (\$ x 1,000)		

PLANNING AREA 1

1	Alameda	Alameda City Street Resurfacing, Phases 26 & 27 -16 street segments		\$ 450	Con 06/07	\$ 2,500	Pavement rehabilitation on portions of 16 city streets.	Rehab of existing bike lanes for seven project streets.
2	Albany	Pierce St Rehabilitation -from Richmond/Albany border to approx. 1550 ft South		\$ 101	Con 07/08	\$ 433	Pavement rehab and curb ramp repair.	Curb ramps, and if further funding is identified, a Class I bike lane.
3	Berkeley	University Ave Reconstruction -6th St. to San Pablo Ave.		\$ 630	PSE 08/09 Con 08/09	\$ 960	Pavement rehabilitation, install of ADA ramps, and any necessary drainage improvements.	ADA compliant curb ramps.
4	Emeryville	Park Ave Street Improvements Park Ave from Hollis St. to Hallick St.		\$ 50	Con 06/07	\$ 5,800	Pavement rehab and streetscape improvements including undergrounding of utilities.	Sidewalk widening, bulb-outs, and limited truck access.
5	Oakland	City of Oakland Street Resurfacing -27 street segments		\$ 2,486	Env 06/07 Con 07/08	\$ 3,353	Pavement rehabilitation, sidewalk, curb, gutter and curb ramp repairs.	Sidewalk and curb ramp repair. Bike lanes are being considered for two segments.
6	Piedmont	Highland Avenue Resurfacing -Park Way to Guilford Road		\$ 67	Con 06/07	\$ 96	Pavement rehabilitation and restriping	
PA 1 Totals:			\$ 3,784	\$ 3,784		\$ 13,142		

PLANNING AREA 2

7	Alameda County	Castro Valley Blvd Pavement Rehabilitation -Foothill Blvd. to Stanton Ave.		\$ 841	PSE 07/08 Con 08/09	\$ 955	Pavement rehabilitation and drainage inlet modifications as needed.	Segment is a proposed Class III Bike Route.
8	Hayward	Arterial Pavement Rehabilitation -Portions of Huntwood Ave, Santa Clara St., and Whitman St.		\$ 880	Env 06/07 PSE 06/07 Con 07/08	\$ 999	Pavement rehabilitation, restriping, and detector loop replacement.	Rehab/restriping of existing bike facilities on Huntwood Ave. & Whitman St.
9	San Leandro	Washington Ave Pavement Rehabilitation -San Lorenzo Creek to I-880 OC		\$ 491	Env 07/08 PSE 07/08 Con 07/08	\$ 555	Pavement rehabilitation of a major arterial.	
PA 2 Totals:			\$ 2,178	\$ 2,212		\$ 2,509		

STP/CMAQ Programming:

STP Cycle 3 Local Streets and Roads

Draft Program

STP Cycle 3 Local Streets and Roads

Draft Program

				Proposed Program				
				STP Cycle 3 (approximately \$9M)				
Index	Sponsor	Project Title	STP PA Target (\$ x 1,000)	STP Requested (\$ x 1,000)	Phase & F/Y Requested	Total Project Cost (\$ x 1,000)	Project Elements	Bicycle and Pedestrian Elements
PLANNING AREA 3								
10	Fremont	Street Overlay -Eight Street Segments		\$ 1,269	Con 06/07	\$ 1,436	Pavement rehabilitation and ADA curb ramps.	Install new bike lane, restripe exist. bike lanes, and ADA curb ramps on all segments.
11	Newark	Pavement Overlay: Brittany Ave, Newark Blvd, & Spruce St.		\$ 264	Con 07/08	\$ 318	Pavement rehabilitation.	All necessary bike/ped facility restriping for all segments.
12	Union City	Alvarado-Niles Pavement Rehabilitation -I-880 to Western Ave.		\$ 426	PSE 07/08 Con 07/08	\$ 482	Pavement rehab and traffic signal loop replacement.	Restriping & signage for existing bike lanes.
PA 3 Totals:			\$ 1,959	\$ 1,959		\$ 2,236		
PLANNING AREA 4								
13	Alameda County	See PA2 Project					See PA2 Project elements.	
14	Dublin	Annual Street Overlay Program: -Dublin Blvd from Sierra Court to Dublin Court -Dougherty Rd. from Amador Valley Blvd to Scarlett Dr.		\$ 241	Con 07/08	\$ 281	Pavement rehabilitation and restriping.	Install of approx. 100 ft of missing sidewalk.
15	Livermore	Murrieta Blvd Pavement Rehabilitation -Fenton St to UPRR tracks -Jack London Blvd to Del Norte Dr.		\$ 486	Con 07/08	\$ 869	Pavement rehabilitation, ADA Curb ramps, and sidewalk repair along entire limits.	ADA Curb ramps, sidewalk repair, and new bike lanes btwn Fenton St. and Stanley Blvd.
16	Pleasanton	Annual Street Resurfacing for 2007 -Eight street segments		\$ 408	Con 06/07	\$ 1,561	Pavement rehabilitation.	Sidewalk and curb ramp repair.
PA 4 Totals:			\$ 1,169	\$ 1,135		\$ 2,711		
Programming Totals:				\$ 9,090	\$ 9,090	\$ 20,598		

TEA 21 REAUTHORIZATION
Local Streets and Roads
FY 07/08 and FY 08/09

Agency	Population*	Planning Area Population	% Planning Area	Funds by Planning Area
PLANNING AREA 1				
Alameda	74,581			
Albany	16,743			
Berkeley	104,534			
Emeryville	8,261			
Oakland	412,318			
Piedmont	11,055			
		627,492	41.62%	\$ 3,783,683
PLANNING AREA 2				
Alameda County	133,821			
Hayward	146,027			
San Leandro	81,442			
		361,290	23.97%	\$ 2,178,525
PLANNING AREA 3				
Fremont	210,445			
Newark	43,708			
Union City	70,685			
		324,838	21.55%	\$ 1,958,725
PLANNING AREA 4				
Alameda County	5,576			
Dublin	39,931			
Livermore	80,723			
Pleasanton	67,650			
		193,880	12.86%	\$ 1,169,067
TOTAL:	1,507,500	1,507,500	100.00%	\$ 9,090,000

Cycle 3 - Programming Target \$9,090,000

Notes:

* Population estimates from Dept. of Finance (www.dof.ca.gov). (1/1/05)

Attachment C

Project sponsors must submit a completed project application for each project proposed for funding in the Local Streets and Roads Shortfall Program. In addition, projects sponsors must submit a Resolution of Local Support and Opinion of Legal Counsel.

- 1a. Resolution of local support *
- b. Local agency certification of assurances
2. Opinion of legal counsel *

* NOTE: Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the State Transportation Improvement Program; and be it further

Resolved, that (agency name) is authorized to submit an application for State Transportation Improvement Program funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for Regional Improvement Program funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided in Part 1b

Attachment D: Part 1a.
Third Cycle STP/CMAQ/TE Program
Sample Resolution of Local Support

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FEDERAL SURFACE TRANSPORTATION PROGRAM FUNDING FOR (project name) AND COMMITTING THE NECESSARY NON-FEDERAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Surface Transportation Program (23 U.S.C. § 133 and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, the SAFETEA legislation will guide STP, CMAQ, and TE programming until a SAFETEA bill is authorized; and

WHEREAS, pursuant to SAFETEA, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

WHEREAS, (applicant) wishes to submit an application to MTC for funds from the Surface Transportation Program Improvement Program in fiscal years 2006-07, 2007-08, and 2008-09 for the following project:

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds of at least 11.47%; and
- 2) that the sponsor understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and
- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that funds must be obligated by June 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program; and
- 5) that the sponsor has a certified pavement management system (PMS).

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the Surface Transportation Program of SAFETEA in the amount of (\$ STP request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

- 1) (applicant) will provide (\$ match amount) in non-federal matching funds; and
- 2) (applicant) understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding for the project is fixed at (\$ STP/CMAQ amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and
- 3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and
- 4) The program funds are expected to be obligated by June 30 of the year the project is programmed for in the TIP.

BE IT FURTHER RESOLVED that (agency name) is an eligible sponsor of projects in the Surface Transportation Program; and be it further

BE IT FURTHER RESOLVED that (agency name) is authorized to submit an application for Surface Transportation Program funds for (project name); and be it further

BE IT FURTHER RESOLVED that there is no legal impediment to (agency name) making applications for Local Streets and Roads Shortfall Program funds; and be it further

BE IT FURTHER RESOLVED that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

**Attachment D: Part 1b.
Third Cycle STP/CMAQ/TE Program
Certification of Assurances**

The sponsor indicated below hereby certifies that the project indicated below, for which Surface Transportation Program funding from MTC's Local Streets and Roads Shortfall Program is requested, meets the following project screening criteria. Please initial each.

Sponsoring Agency: _____

Project Name: _____

1. The project is eligible for consideration in the Surface Transportation Program, as identified in 23 USC 133 of the United States Code.
2. The agency is an eligible sponsor of projects in the Surface Transportation Program. _____
3. An application has been submitted for the project. _____
4. The project is consistent with the Regional Transportation Plan (RTP). _____
5. The project is fully funded and results in an operable and useable segment. _____
6. For the funds requested, no costs have/will be incurred prior to the federal authorization of the funds. _____
7. The year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project. _____
8. The implementing agency has a certified Pavement Management System with MTC in accordance with Section 119 of Title 23, United States Code. _____
9. Cost increases on the project are the responsibility of the project sponsor. _____
10. Cost savings from the project will be returned to the region. _____
11. The sponsor agrees to be available for any audit of STP/CMAQ funds, if requested. _____

The sponsor agrees to abide by all regulations, statutes, rules and procedures applying to Third Cycle STP/CMAQ/TE Program, and to follow all requirements associated with the funds programmed to the TIP, including, but are not limited to the four items below: _____

1. Environmental requirements: NEPA standards and procedures for all projects with Federal funds; CEQA standards and procedures for all projects programmed with State funds.
2. Federal Transit Administration (FTA) requirements, as outlined in FTA regulations and circulars for all projects with FTA funding
3. Federal Highway Administration (FHWA) and Caltrans requirements for highway and other roadway projects as outlined in the Caltrans Local Programs Manual.
4. Federal air quality conformity requirements, and local project review requirements, as outlined in the adopted Bay Area Conformity of the State Implementation Plan (SIP).

Certified By: _____ Signature _____ Print Name _____ Date: _____

Attachment E
Third Cycle STP/CMAQ/TE Program
Part 2. Sample Opinion of Legal Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix C. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the STP, CMAQ, and TE Third Cycle Program for SAFETEA; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for STP, CMAQ, and TE Third Cycle Program funds for SAFETEA

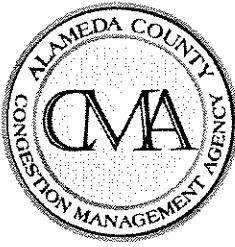
This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the STP, CMAQ, and TE Third Cycle Program made available pursuant to the SAFETEA.

1. (Applicant) _____ is an eligible sponsor of projects for the STP, CMAQ, and TE Third Cycle Program for SAFETEA.
2. (Applicant) _____ is authorized to submit an application for STP, CMAQ, and TE Third Cycle Program funding for SAFETEA for (project) _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for STP, CMAQ, and TE Third Cycle Program funds for SAFETEA. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation, which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print name



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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*January 3, 2006
Agenda Item 3.3*

Date: December 19, 2005
To: ACTAC
From: Diane Stark, Senior Transportation Planner
Subject: Transportation for Livable Communities (TLC): Applications and Schedule

Action Requested:

ACTAC is requested to recommend that the Plans and Programs Committee approve the final Transportation for Livable Community (TLC) program of projects for five Transit Oriented Development (TOD) projects: MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, and Union City. The total project budget is \$7.032 million from Transportation Enhancement (TE) funds. Since the program's Transportation Enhancement (TE) funds will be programmed into the 2006 STIP, the recommended projects will be submitted to MTC in January for inclusion into the 2006 STIP.

Next Steps

The Plans and Programs Committee will approve the final program of projects in January 2006. It will then be submitted to MTC in January 2006 for inclusion into the 2006 STIP.

Discussion

Seven TLC applications were submitted requesting approximately \$16 million. Alameda County's Transportation for Livable Communities (TLC) Program has a \$7.032 million budget in Transportation Enhancement (TE) funds to fund transit oriented development (TOD) projects over a three-year period. ACTIA has agreed to program an additional \$300,000 to the TLC program, which is not yet included in this total. A recommendation for these funds will be included in the final program for approval by the Plans and Programs Committee.

Review Process:

The seven TLC applications were reviewed by CMA staff, a review team and Caltrans staff. CMA staff reviewed the applications for project readiness, which includes factors such as whether environmental review has been completed or is scheduled and whether there is a full funding plan for the project. The review team, which consisted of representatives from AC Transit, BART, MTC, ACTIA, and the City of Fremont, reviewed the applications for TLC program eligibility. Caltrans staff reviewed the applications for Transportation Enhancement fund eligibility.

Of seven applications submitted, the review team and CMA staff determined that five were eligible for TLC funding: MacArthur, W. Oakland, Coliseum, Ashby/Ed Roberts and Union City. The two that were not determined to be eligible were the Dublin/Pleasanton BART plaza enhancements, and BART Union Pacific right of way in San Leandro. The Dublin plaza enhancements, which included a pedestrian canopy between the garage and the BART station, were determined by MTC as not consistent with the goals of the TLC program, which include providing direct access between the transit oriented development and the train station. The UP Right of Way was not eligible because it is not "project ready," i.e. it has not yet completed planning and environmental, nor has it developed a full funding plan. Caltrans determined that all of the projects were either fully or partially eligible for TE funding.

Project Budgets

CMA staff worked with the review team and the project sponsors to reduce the project budgets of the eligible projects while still providing complete projects. Additionally, budgets were reduced based on Caltrans staff input about elements of projects that are not eligible for TE funds. The attached recommended projects and budget reflect the revised budget, which is within the available County TLC budget.

Schedule

MTC requires that all County TLC projects be approved by the CMA Board. The CMA Board is meeting December 22, 2005 to review the preliminary list of projects and recommend that Plans and Programs Committee make the final recommendation of the TLC program of projects. The list of recommended projects will be submitted to MTC in January 2006 for their consideration for inclusion into the 2006 STIP.

Alameda County TLC Schedule

Project Submittals Due	November 18, 2005
Preliminary Project List to ACCMA Board	December 22, 2005
Final Project List to Plans and Programs Committee (as authorized by Board)	January 9, 2006
Submittal to MTC for approval and inclusion into the 2006 STIP	January 17, 2006

TLC Program Requirements

The TLC Program funds transportation infrastructure improvements to pedestrian, bicycle and transit facilities. The key objectives of the program are to encourage pedestrian, bicycle and transit trips; support a community's larger infill development or revitalization effort; and provide for a wider range of transportation choices, improved internal mobility, and stronger sense of place. In order to be eligible for Alameda County TLC funds, transit oriented development projects must be consistent with TOD policy adopted by the CMA Board in May 2004. Furthermore, projects must be one of eight TOD projects in the Countywide Transportation Plan. The five recommended projects are all in the Countywide Transportation Plan.

Typical capital projects that may be funded through the TLC Program include new or improved pedestrian facilities, bicycle facilities, transit access improvements, pedestrian plazas, and streetscapes. Funds can be used for project development, design, right-of-way acquisition, and/or construction. Applications must demonstrate that projects are ready to go forward within the three year grant cycle. This includes demonstrating that the project has undergone a collaborative planning process, is fully funded, and that environmental review is completed or underway.

Recommended TLC Projects

The following summarizes the recommended TLC applications that were submitted and the funding amounts requested:

- MacArthur Public Infrastructure Improvements, Oakland, \$1,447,000

The project includes design and construction for the renovation of the MacArthur BART entry plaza (\$1.3 million) and gap funding for the 40th Street Streetscape Project (\$250,000). Environmental review for the 40th Street Streetscape project is underway and is expected to be ready for construction in fiscal year (FY) 2006/07. Environmental review for the larger transit village project, including the plaza, is scheduled to begin in February 2006 and be completed by March 2007. Design for the plaza is anticipated in FY 2007/08, with construction in FY 2008/09.

The project is a discrete, fully funded portion of the transportation infrastructure component of the MacArthur Transit Village project, which consists of approximately 800 unit high-density multi-family housing including 20% below market rate rental and the remainder for-sale condominiums and 30,000 square feet of neighborhood serving retail and community space on the site of the BART parking lot and surrounding private properties.

- Coliseum Transit Village Pedestrian Walkway/Plaza, Oakland, \$885,000 The project is a pedestrian walkway/plaza to link residents of the planned transit village and residents of the growing Coliseum station area to the BART station through safe and convenient walking and bicycle access. The pedestrian walkway/plaza is a 30,000 square foot public space that features fountains, landscaping, lighting, benches and bicycle racks. The environmental review will begin in June 2006 and is expected to be complete by summer 2007. Construction would expect to be initiated in January 2008.
- Coliseum BART Station Undergrounding of Utilities, Oakland, \$500,000 The project consists of undergrounding of utilities, to complete the Transit Hub and Streetscape Improvement Project at the Coliseum BART Station. It has been pre-approved by the Board. Construction would take place in Fiscal Year 2006/07.

The project would serve the planned approximately 600-800 owner occupied and rental residential units with neighborhood serving retail.

- West Oakland Transit Village Streetscape Project, Oakland, \$1,300,000

The project would provide streetscape improvements for the four blocks around the W. Oakland BART station. It includes pedestrian and bicycle improvements, street trees and lighting from Union Street to Center Street to increase safety and improve access to the BART station. The project has completed CEQA environmental review, which is pending certification from the City Council, along with NEPA environmental review, which is in process.

The project would serve the West Oakland Transit Village, which consists of several residential, mixed use development projects within one mile of the West Oakland BART station and is expected to total 2,060 residential units and 2,000 square feet of retail per the *W. Oakland Transit Village Action Plan Study*.

- Ashby/Ed Roberts Campus, Berkeley, \$1,200,000

The project includes construction of a new ramp, staircase and multi-use pathway through the BART parking lot with pedestrian-scale lighting and landscaping designed to improve public safety; a crosswalk with in-pavement lights, bollards and median refuge and a new public elevator and staircase with bike channels. Funding for the project will be matched by SAFETEA-LU. CEQA review has been completed and NEPA review is underway and expected to be complete by the end of the year. The project is expected to begin construction in 2007.

The project is a component of the one-stop service center for people with disabilities, which includes independent living services, job training and an accessible fitness center.

- *Union City Intermodal Station Access Enhancements*, \$2,000,000

The project consists of access enhancements at the Union City Station. It includes improving the circulation and pedestrian capacity by relocating the existing elevator, stairs, escalators, and incidentals, adding two additional escalators/stairways and expanding the station platform. The pedestrian link will create a free at-grade pedestrian pass-through in the BART station, which will be integrated into the future passenger rail station and connect two new TODs planned for the area. The improvements will include a bike corral, transit driver's facilities, and electrical and transformer rooms for the BART station. The project will also reconfigure the BART site to create a segregated 16-bus bay transit facility for intermodal transit. It will also construct a transit plaza with hardscape, landscape, fountain and other amenities.

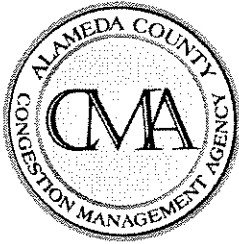
The project is a component of the BART/Intermodal Station and TOD, which will include more than 900 new housing units including owner occupied, rental and affordable housing, local serving retail, and up to 1.5 million square feet of office/research and development.

Alameda County TLC 2005 Applications						
	Project Sponsor	Project Title	TLC Funds Requested	Recommended Funding	Review Team Scores	Comments
1	City of Oakland	Undergrounding Utilities at Coliseum BART	\$ 500,000	\$ 500,000	Not scored	Undergrounding utilities to complete the Transit Hub and Streetscape Improvement project at Coliseum BART. This project has been pre-approved by the Board.
2	City of Oakland	Oakland Coliseum Pedestrian Walkway	\$ 1,669,000	\$ 885,000	43.0	Pedestrian plaza, including grading, drainage, pavers, landscape, plantings, fountains and site furnishings & signage
3	City of Oakland	W. Oakland Transit Village Streetscape Project	\$ 2,638,060	\$ 1,300,000	47.0	Streetscape improvements from Union to Center Streets, including pedestrian and bicycle access, signage, bicycle lanes, plantings, pedestrian lighting and pedestrian plaza.
4	City of Oakland	MacArthur Infrastructure Improvements	\$ 1,550,000	\$ 1,147,000	50.0	40th Streetscape improvements & PSE & construction of BART entry plaza including lighting, paving,
5	City of Berkeley	Ashby/Ed Roberts Bicycle/Pedestrian Improvements	\$ 3,000,000	\$ 1,200,000	45.0	Budget would include elevator at a minimum.
6	Alameda County Surplus Property Authority	Dublin Plaza Enhancements	\$ 1,178,820	0	17.3	MTC does not use TLC funds for this type of project. Canopy does not provide access to neighboring TOD.
7	City of Union City	Pedestrian Bicycle Enhancements	\$ 3,000,000	\$ 2,000,000	50.0	Pedestrian and bicycle enhancements
8	City of San Leandro	BART UP Right of Way	\$ 3,000,000	0	Not scored	Does not have plan, environmental or full funding plan yet.
TOTALS			\$ 16,035,880	\$ 7,032,000		

Notes:

1. The Review Team Committee included representatives from BART, AC Transit, ACTIA, MTC, CMA and the City of Fremont.
2. ACTIA has agreed to program an additional \$300,000, which is not included in this total. A recommendation for these funds will be included in the final program for approval by the Plans and Programs Committee.

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Memorandum

*January 3, 2006
Agenda Item 3.4*

Date: December 19, 2005
To: ACTAC
From: Diane Stark, Senior Transportation Planner
Subject: Lifeline Program

Action Requested

It is requested that ACTAC: 1) approve Alameda County's Lifeline criteria, 2) approve recommendation of weighting of Lifeline criteria, and 3) approve minimum and maximum grant amounts. The three-year, over \$3.1 million program budget includes approximately \$1.1 million in Congestion Mitigation Air Quality Improvement (CMAQ) funds and \$2 in State Transit Assistance (STA) funds, and a yet to be determined amount of Job Access and Reverse Commute (JARC) funds. The purpose of the Lifeline Transportation Program (LTP) is to fund projects that result in improved mobility for low-income residents.

Next Steps

A Call for Projects will be issued on March 1, 2006. Projects submittals will be due April 28th. A preliminary list of recommended projects will be presented to the Board in May 2006 with a final list to the Board June 2006. Approved projects will be submitted to MTC.

Discussion:

MTC has designated the CMA and ACTIA to administer the three-year funding cycle for the Lifeline Transportation Program. The Program will address transportation needs of low income people in areas that have developed a Community Based Transportation Plan, Welfare to Work Plan or other documented assessment of needs. MTC will allocate approximately \$3.1 million in Alameda County over three years from STA (\$2 million) and CMAQ (\$1.1 million). The total JARC funds for the Bay area are \$7,964,535. Based on recent guidelines from FTA, MTC will determine the amount of JARC funds that will be programmed for Alameda County. The Boards of CMA and ACTIA approved joint administration of the program in June 2005, with CMA administering capital projects and ACTIA administering operating and programs projects.

County Recommended Additions to MTC's Guidelines

MTC approved Lifeline Transportation Fund program guidelines on April 27, 2005. MTC's guidelines state, "Standard evaluation criteria will be jointly developed by MTC and CMA (or other countywide administering agency) staff for use in selecting projects. Additional criteria may be added to the county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs."

The guidelines allow the flexibility of determining the weighting of the criteria, as well as the minimum and maximum grant amounts.

As co-sponsors of the Alameda County Lifeline Transportation Program, CMA and ACTIA, together with representatives from low income communities, transit operators, social services, and cities, developed the following recommendations:

Additional Recommended Criteria

MTC's required criteria are: project development (well thought out projects with performance measures); service operations (includes plans); project budget/sustainability (sustainable beyond the grant period); coordination and program outreach, and cost effectiveness. Staff reviewed the MTC criteria, noting that these criteria had been through extensive review processes and that the Review Team was not requested to provide commentary or feedback on those criteria.

Three additional criteria are recommended for Alameda County applications:

- Demand – the project serves a high concentration of "communities of concern" (defined in MTC's Equity Analysis as populations living at less than twice the federal poverty level)
- Outside Funding - Project has secured funding from other sources to meet the minimum match requirements
- Project Readiness – Projects are fully funded, have community and local agency support, and resolved foreseeable implementation issues

Weighting of Criteria

The Review Team recommends that the following weighting be used during the scoring process:

CRITERIA WEIGHTS

Project need/goals	20
Implementation Plan	10
Budget/Sustainability	10
Coordination/Outreach	15
Program Cost/Effectiveness	10
Demand	20
Outside Funding	5
Project Readiness	10
TOTAL	100

Timely Use of Funds Report-January 2006

2004 STIP - Locally Sponsored Projects – Alameda County

ACTAC Agenda Item No. 4.1

Meeting Date: January 3, 2006

Index	Sponsor	Project Title	PPNo	Required Activity	Date Req'd	Risk Zone	Notes	Prev Zone
1	AC Transit	Bus Component Rehabilitation	2009D	Allocate (Con)	6/30/08	G	\$4.5M in 07/08	G
2	AC Transit	Maintenance facilities upgrade	2009A	Allocate (Con)	6/30/08	G	\$3.705M in 07/08	G
3	AC Transit	SATCOM Expansion	2009B	Allocate (Con)	6/30/08	G	\$1M in 07/08	G
4	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS	2009C	Allocate (PS&E)	6/30/07	G	\$2.7M in 06/07	G
5	ACCMA	I-680 Sunol Grade Soundwalls	A0157G	Accept Contract (Con)	2/26/07	G	Awarded 2/26/04	G
6	ACCMA	Planning, Programming and Monitoring	2179	Allocate (Con) Allocate (Con) Comp Expend (Env) Allocate (Con)	6/30/07 6/30/08 6/30/08 6/30/09	G G G G	\$111K in 06/07 \$111K in 07/08 \$110K Alloc'd 7/14/05 \$195K in 08/09	G G Y G
7	ACCMA	Vasco Road Safety Improvements	2009L	Allocate (Con)	6/30/09	G	\$1.4M in 08/09	G
8	Alameda	Tinker Avenue Extension	2009N	Allocate (Con)	6/30/09	G	\$4M in 08/09	G
9	BART	BART Oakland Airport Connector	2103	Allocate (Con)	6/30/09	G	\$23M in 08/09 (\$10M ITIP in Con 08/09)	G
10	BART	BART Stations Platform Edge Tiles	2009G	Allocate (Con)	6/30/08	G	\$1.248M in 07/08	G
11	BART	Lake Merritt Channel Subway Repair	2009F	Allocate (Con)	6/30/08	G	\$2M in 07/08	G
12	Emeryville	Emeryville Intermodal Transfer Station	2020	Allocate (Con)	6/30/09	G	\$2.11M in 08/09 (\$4.2M ITIP in Con 08/09)	G
13	TBD	Mandela Parkway Extension Ph II	2009M	Allocate (R/W)	6/30/07	G	\$1.9M in 06/07 *Emeryville sponsor in STIP	G
14	LAVTA	Satellite Bus Operating Facility	2009K	Allocate (Con)	6/30/09	G	\$4M in 08/09	G

Timely Use of Funds Report-January 2006

2004 STIP - Locally Sponsored Projects – Alameda County

ACTAC Agenda Item No. 4.1

Meeting Date: January 3, 2006

Index	Sponsor	Project Title	PPNo	Required Activity	Date Req'd	Risk Zone	Notes	Prev Zone
15	MTC	Planning, Programming and Monitoring	2100	Allocate (Con) Allocate (Con) Comp Expend (Env)	6/30/07 6/30/08 6/30/08	G G G	\$110K in 06/07 \$111K in 07/08 \$110K Alloc'd 7/14/05	G G Y
16	Oakland	Rte. 880 Access at 42 nd Ave./High St., APD	1022	Allocate (R/W)	6/30/08	G	\$3.13M in 07/08	G
17	Union City	Union City Intermodal Station	2110	Allocate (Con) Allocate (Con) Allocate (Con)	6/30/06 6/30/08 6/30/09	R R G G	\$6.027M in 05/06 Extension Request Pending \$4.004M in 07/08 \$2.283M in 08/09	Y NA G G

Timely Use of Funds Report -January 2006
Federally-Funded Locally Sponsored Alameda County Projects

ACTAC Agenda Item: 4.2
Meeting Date: January 3, 2006

Index	TIP ID	Sponsor	Project Title	Fund Source	Prog'd Amount \$ x 000	Phase	FY	Required Activity	Date Req'd by	Zone	Notes	Page
1	ALA010063	AC Transit	Aquire 416 Bus Catalyst Devices	CMAQ	\$ 68	CON	04/05	Award into FTA Grant	6/30/06	G	\$68k obligated 4/28/05	G
2	ALA030002	Ala. County	Vasco Road Safety Imps. Phase I	STP	\$ 3,900	ROW	04/05	Encumber Funds	6/30/06	G	E-76 effective 6/29/05	G
3	ALA050021	Ala. County	East Ave Rehab (Windfeldt Rd. to E St.)	STP STP	\$ 505 \$ 27	CON PSE	05/06 04/05	Sub Req for Auth Encumber Funds	4/01/06 6/30/06	R G	E-76 effective 2/28/05	Y G
4	ALA050052	Ala. County	East Castro Valley Blvd/ Dublin Canyon Rd.	STP	\$ 44 \$ 572	PSE CON	05/06 05/06	Sub Req for Auth Sub Req for Auth	4/01/06 4/01/06	R R	Field Rev on 12/19/05	R R
5	ALA050020	Berkeley	Gilman Street Rehab	STP	\$ 705	CON	06/07	Sub Req for Auth	4/01/07	G	ENV submittal 9/20/05	G
6	ALA050053	Berkeley	Piedmont Ave Reconstruction	STP	\$ 209	CON	05/06	Sub Req for Auth	4/01/06	R	Req Field Rev 11/9/05	Y
7	ALA990078	Berkeley	San Pablo Ave. Corridor Bicycle Path	CMAQ	\$ 1,034	ROW	06/07	Sub Req for Auth	4/01/07	G		G
8	ALA050022	Fremont	Rehab on Various Sts	STP	\$ 1,753	CON	05/06	Sub Req for Auth	4/01/06	R	Field Rev on 6/28/05	Y
9	ALA050057	Fremont	3 St. Segments -Overlay	STP	\$ 419	CON	05/06	Sub Req for Auth	4/01/06	R	Sub-project of ALA050022	Y
10	ALA050025	Hayward	Hesperian Blvd Rehab	STP STP STP	\$ 8 \$ 16 \$ 697	ENV PSE CON	05/06 05/06 05/06	Obligate Funds Obligate Funds Sub Req for Auth	6/30/06 6/30/06 4/01/06	R R R	Req submitted 12/12/05 Req submitted 12/12/05	R R R
11	ALA050056	Hayward	West A Street Rehab	STP STP STP	\$ 5 \$ 8 \$ 109	ENV PSE CON	05/06 05/06 05/06	Obligate Funds Obligate Funds Sub Req for Auth	6/30/06 6/30/06 4/01/06	R R R	Req submitted 12/12/05 Req submitted 12/12/05	R R R
12	ALA030015	LAVTA	Acquire 25 Bus Catalyst Devices	CMAQ	\$ 175	CON	04/05	Award into FTA Grant	6/30/06	G	\$175k obligated 5/20/05 transfer letter sent to FTA	G
13	ALA030017	LAVTA	Exp. Bus -Route 70 & Subscript. Routes	CMAQ	\$ 89	CON	04/05	Award into FTA Grant	6/30/06	G	\$89k obligated 4/28/05	G
14	ALA050024	Livermore	South Vasco Rd Rehab	STP	\$ 300	CON	05/06	Sub Req for Auth	4/01/06	R	Field Rev on 9/27/05	Y
15	ALA050054	Livermore	East Ave Rehab (Hillcrest to Loyola)	STP	\$ 158	CON	05/06	Sub Req for Auth	4/01/06	R	Field Rev on 9/27/05	Y

Timely Use of Funds Report -January 2006
Federally-Funded Locally Sponsored Alameda County Projects

ACTAC Agenda Item: 4.2
Meeting Date: January 3, 2006

Index	TIP ID	Sponsor	Project Title	Fund Source	Prog'd Amount \$ x 000	Phase	FY	Required Activity	Date Req'd by	Zone	Notes	Review Date
16	ALA010021	Oakland	City of Oakland Street Resurfacing Program	STP	\$ 825	CON	05/06	Req Project Field Rev Sub Req for Auth	1/27/06 4/01/06	R R		R Y
17	ALA050023	Oakland	Rehab on Various Sts	STP STP	\$ 499 \$ 1,074	CON CON	05/06 06/07	Sub Req for Auth Sub Req for Auth	4/01/06 4/01/07	R G	Field Rev on 9/08/05	Y G
18	ALA050028	Oakland	Chinatown Ped Imps	CMAQ CMAQ CMAQ	\$ 1,282 \$ 267 \$ 651	CON ENV CON	05/06 04/05 06/07	Sub Req for Auth Encumber Funds Sub Req for Auth	4/01/06 6/30/06 4/01/07	R G G	\$267k obligated 5/17/05	Y G G
19	ALA050039	Oakland	MacArthur Transit Hub Improvement Project	CMAQ CMAQ	\$ 200 \$ 681	PSE CON	05/06 06/07	Sub Req for Auth Sub Req for Auth	4/01/06 4/01/07	Y G	Field Rev on 10/6/05	Y G
20	ALA050058	Pleasanton	West Las Positas Blvd Resurfacing	STP	\$ 135	CON	05/06	Req Project Field Rev Sub Req for Auth	1/27/06 4/01/06	R R		R Y
21	ALA050026	San Leandro	Washington Ave Rehab	STP STP	\$ 445 \$ 30	CON PSE	05/06 04/05	Sub Req for Auth Encumber Funds	4/01/06 6/30/06	R G	Field Rev on 9/1/05	Y G
22	ALA050055	San Leandro	Floresta Blvd Street Rehab	STP	\$ 185	CON	05/06	Sub Req for Auth	4/01/06	R	Field Rev on 9/1/05	Y
23	ALA990015	Union City	UC Intermodal Station	CMAQ	\$ 1,124	CON	05/06	Sub Req for Auth	4/01/06	R	TLC \$ -in process of transferring to FTA	Y

Appendix A -Definitions of Required Activities

Project sponsors should note that Resolution 3606 is scheduled to be amended in December of 2005. Appendix A will be revised for the next At Risk Report, which is scheduled for February 2006, to reflect the amended version of the Resolution.

Index	Required Activity	Definition	Deadline
1	Req Proj Field Rev	Per MTC Resolution 3606, "Implementing agencies are required to request a field review within six months from MTC's approval of the project in the TIP."	6 months from MTC's TIP approval date.
2	Sub ENV package	Per MTC Resolution 3606, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined <i>Programmatic Categorical Exemption</i> as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds." (This requirement does not apply to FTA transfers or planning activities).	12 months prior to the obligation deadline for RW or Con funds.
3	Sub Req for Auth	Per MTC Resolution 3606, "Implementing agencies are required to submit the complete request for obligation or FTA transfer to Caltrans Local Assistance by April 1 of the fiscal year programmed in the TIP, and receive an obligation/FTA transfer of the funds by June 30th of the fiscal year programmed in the TIP."	April 1 of FY in which funds are programmed in the TIP.
4	Obligate Funds	Per MTC Resolution 3606, "Funds must be obligated by June 30 th of the fiscal year in which they are programmed in the TIP. Funds not obligated (or transferred to FTA) by June 30 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming." (No extensions will be granted to the obligation deadline).	June 30 of FY in which funds are programmed in the TIP.
5	Encumber Funds/ Award into FTA Grant	Per MTC Resolution 3606, "Funds must be encumbered within one state fiscal year following the fiscal year in which the funds were obligated (encumbrance is approval of a funding agreement with the state). This requirement does not apply to FTA transfers. For FTA projects, funds must be approved/awarded in a FTA Grant within one state fiscal year following the fiscal year in which the funds were transferred to FTA."	End (June 30) of State FY following FY of obligation.
6	Award Contract	Per MTC Resolution 3606, "Construction/Equipment Purchase contract must be awarded within one state fiscal year following the fiscal year in which the construction funds were obligated (this requirement does not apply to FTA transfers)."	End (June 30) of State FY following FY of obligation.
7	Liquidate Funds	Per MTC Resolution 3606, "Funds must be liquidated (expended, invoiced and reimbursed) within four state fiscal years following the fiscal year in which the funds were obligated (this requirement does not apply to FTA transfers)."	End (June 30) of fourth State FY following FY of obligation.
8	Project Close-out	Per MTC Resolution 3606, "Project must be accepted and closed out within one year of the last expenditure, or within five state fiscal years following the fiscal year in which the funds were obligated, whichever occurs first (this requirement does not apply to FTA transfers)."	One year after date of last expenditure; or end (June 30) of fifth State FY following FY of obligation, whichever occurs first.

Appendix B Federal At Risk Report Zone Criteria			
Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP (MTC approval) for more than two (2) months	Project in TIP (MTC approval) for less than two (2) months	NA
Submit Environmental Package	NA	NA	NA
Submit Request for Authorization (ENV)	within two (2) months	within two (2) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (PSE)	within four (4) months	within four (4) to eight (8) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (ROW)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (CON)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Fund Encumbrance/Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Construction award	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Fund Liquidation	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Other Zone Criteria			
Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. ENV or PSE) and a capital phase (i.e. ROW or CON) without the project development phase(s) obligated.		
Yellow Zone	Projects with an Amendment to the TIP pending.		